NOTIFICATION OF ADDENDUM

ADDENDUM NO. 1

DATED 8/02/2012

Control	**1590-01-021**
Project	**BR 2012(755)**
Highway	**FM 481**
County	**UVALDE**

Ladies/Gentlemen:

Attached please find an addendum on the above captioned project. Included in the attachment is an adendum notification which details the changes and the respective proposal pages which were added and/ or changed.

Except for new bid insert pages, it is unnecessary to return any of the pages attached.

Bid insert pages must be returned with the bid proposal submitted to the Department, unless your firm is submitting a bid using a computer print out. The computer print out must be changed to reflect the new bid item information.

Contractors and material suppliers, etc. who have previously been furnished informational proposals are not being furnished a copy of the addendum. If you have a subcontractor on the above project, please advise them of this addendum. Acknowledgment of this addendum is not requested if your company has been issued a proposal stamped “This Proposal Issued for Informational Purposes.”

You are required to acknowledge receipt of this addendum on the Addendum Acknowledgement form contained in your bid proposal by placing a mark in the box next to the respective addendum.

Failure to Acknowledge receipt of this addendum in your bid proposal will result in your bid not being read.

04/99

SUBJECT: PLANS AND PROPOSAL ADDENDUMS
PROJECT: BR 2012(755) CONTROL: 1590-01-021
COUNTY: UVALDE
LETTING: 08/07/2012
REFERENCE NO: 0802

PROPOSAL ADDENDUMS

_ PROPOSAL COVER
X BID INSERTS (SH. NO.: 2, 3 AND 6 OF 6)
X GENERAL NOTES (SH. NO.: G)
_ SPEC LIST (SH. NO.:)
_ SPECIAL PROVISIONS:
ADDED:

DELETED:

_ SPECIAL SPECIFICATIONS:
ADDED:

DELETED:

X OTHER: SEE CHANGES BELOW.

DESCRIPTION OF ABOVE CHANGES
(INCLUDING PLANS SHEET CHANGES)

PROPOSAL:
****
BID INSERTS -

REVISED QUANTITY FOR ITEMS 502-2001 AND 681-2001.

ADDED ITEMS 403-2001 AND 508-2001.

DELETED ITEM 503-2003.

GENERAL NOTES -

ON SPEC DATA SHEET "G", DELETED NOTES FOR ITEM 314.

PLANS:
*****
PLAN SHEET 6C (GENERAL NOTES)
ON SPCE DATA SHEET "G", DELETED NOTES FOR ITEM 314.

PLAN SHEET 7 (ESTIMATE & QUANTITY SHEET) -
DESCRIPTION OF ABOVE CHANGES (CONTINUED)
(INCLUDING PLANS SHEET CHANGES)

ADDED ITEMS 403-2001 AND 508-2001; DELETED SP 508---011; DELETED ITEM 503-2003; REVISED QUANTITY FOR ITEM 502-2001.

PLAN SHEET 7A (ESTIMATE & QUANTITY SHEET) -
DELETED ITEMS 662-2032 AND 6834-2001.

PLAN SHEET 8 (TRAFFIC CONTROL PLAN AND SW3P SUMMARY) -
ADDED COLUMN FOR ITEM 403-2001.

PLAN SHEET 9 (GRADING, PAVEMENT MARKING AND SIGNING SUMMARY) -
REVISED QUANTITY FOR ITEM 502-2001.

PLAN SHEET 17 (DETOUR PLAN PROFILE) -
ADDED TEMP SPL SHORING AND QUANTITY TO QAUANTITY SUMMARY TABLE; ADDED STATION LIMITS FOR TEMPORARY SPECIAL SHORING TO PLAN SHEET.

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	100	2002	002	PREPARING ROW DOLLARS and CENTS	STA	26.500	1
	104	2002		REMOVING CONC (PAV) DOLLARS and CENTS	CY	223.000	2
	104	2010		REMOVING CONC (RIPRAP) DOLLARS and CENTS	CY	200.000	3
	104	2027		REMOVING CONC (APPR SLAB) DOLLARS and CENTS	SY	1,667.000	4
	105	2011		REMOVING STAB BASE AND ASPH PAV (2"-6") DOLLARS and CENTS	SY	3,867.000	5
	110	2001		EXCAVATION (ROADWAY) DOLLARS and CENTS	CY	5,354.000	6
	132	2003		EMBANKMENT (FINAL)(ORD COMP)(TY B) DOLLARS and CENTS	CY	14,522.000	7
	161	2005	006	COMPOST MANUF TOPSOIL (PB) (4") DOLLARS and CENTS	SY	15,032.000	8
	164	2039	002	DRILL SEEDING (PERM) (URBAN) (CLAY) DOLLARS and CENTS	SY	15,032.000	9
	168	2001		VEGETATIVE WATERING DOLLARS and CENTS	MG	90.500	10

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	247	2042	033	FL BS (CMP IN PLC)(TY A GR 2)(FNAL POS) DOLLARS and CENTS	CY	1,926.000	11
	310	2016		PRIME COAT (RC-250) DOLLARS and CENTS	GAL	1,066.000	12
	316	2005	016	ASPH (AC-15P) DOLLARS and CENTS	GAL	4,601.000	13
	316	2221	016	AGGR(TY-PB GR-3 SAC-B) DOLLARS and CENTS	CY	56.000	14
	316	2223	016	AGGR(TY-PB GR-4 SAC-B) DOLLARS and CENTS	CY	91.000	15
	316	2225	016	AGGR(TY-PB GR-5 SAC-B) DOLLARS and CENTS	CY	39.000	16
	403	2001		TEMPORARY SPL SHORING DOLLARS and CENTS	SF	1,570.000	17
	416	2002		DRILL SHAFT (24 IN) DOLLARS and CENTS	LF	657.000	18
	420	2003	002	CL C CONC (ABUT) DOLLARS and CENTS	CY	25.400	19
	420	2004	002	CL C CONC (BENT) DOLLARS and CENTS	CY	173.800	20
	420	2029	002	CL S CONC (SLAB) DOLLARS and CENTS	CY	466.800	21

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	420	2033	002	CL S CONC (APPR SLAB) DOLLARS and CENTS	CY	35.400	22
	425	2016	001	PRESTR CONC SLAB BEAM (4SB15) DOLLARS and CENTS	LF	2,376.000	23
	425	2017	001	PRESTR CONC SLAB BEAM (5SB15) DOLLARS and CENTS	LF	2,970.000	24
	432	2020		RIPRAP (STONE PROTECTION)(15 IN) DOLLARS and CENTS	CY	896.000	25
	432	2039		RIPRAP (MOW STRIP)(4 IN) DOLLARS and CENTS	CY	28.000	26
	450	2161	001	RAIL (TY T223) DOLLARS and CENTS	LF	1,224.000	27
	459	2002		GABIONS (GALV) DOLLARS and CENTS	CY	366.000	28
	462	2020	015	CONC BOX CULV (8 FT X 5 FT) DOLLARS and CENTS	LF	192.000	29
	496	2009		REMOV STR (BRIDGE 0-99 FT LENGTH) DOLLARS and CENTS	EA	1.000	30
	500	2001	005	MOBILIZATION DOLLARS and CENTS	LS	1.000	31

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	502	2001	033	BARRICADES, SIGNS AND TRAFFIC HANDLING DOLLARS and CENTS	MO	15.000	32
	506	2001	011	ROCK FILTER DAMS (INSTALL) (TY 1) DOLLARS and CENTS	LF	44.000	33
	506	2004	011	ROCK FILTER DAMS (INSTALL) (TY 4) DOLLARS and CENTS	LF	345.000	34
	506	2009	011	ROCK FILTER DAMS (REMOVE) DOLLARS and CENTS	LF	389.000	35
	506	2016	011	CONSTRUCTION EXITS (INSTALL) (TY 1) DOLLARS and CENTS	SY	1,111.000	36
	506	2019	011	CONSTRUCTION EXITS (REMOVE) DOLLARS and CENTS	SY	1,111.000	37
	506	2034	011	TEMPORARY SEDIMENT CONTROL FENCE DOLLARS and CENTS	LF	1,310.000	38
	508	2001		CONSTRUCTING DETOURS DOLLARS and CENTS	STA	26.630	39
	512	2008	002	PORT CTB (FUR & INST)(LOW PROF)(TY 1) DOLLARS and CENTS	LF	5,380.000	40
	512	2009	002	PORT CTB (FUR & INST)(LOW PROF)(TY 2) DOLLARS and CENTS	LF	120.000	41

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	512	2044	002	PORT CTB (REMOVE)(LOW PROF)(TY 1) DOLLARS and CENTS	LF	5,380.000	42
	512	2045	002	PORT CTB (REMOVE)(LOW PROF)(TY 2) DOLLARS and CENTS	LF	120.000	43
	530	2012		DRIVEWAYS (SURF TREAT) DOLLARS and CENTS	SY	396.000	44
	540	2001	023	MTL W-BEAM GD FEN (TIM POST) DOLLARS and CENTS	LF	300.000	45
	540	2011	023	MTL BEAM GD FEN TRANS (THRIE-BEAM) DOLLARS and CENTS	EA	2.000	46
	544	2001		GUARDRAIL END TREATMENT (INSTALL) DOLLARS and CENTS	EA	4.000	47
	644	2001		IN SM RD SN SUP&AM TY10BWG(1)SA(P) DOLLARS and CENTS	EA	1.000	48
	644	2004		IN SM RD SN SUP&AM TY10BWG(1)SA(T) DOLLARS and CENTS	EA	5.000	49
	644	2006		IN SM RD SN SUP&AM TY10BWG(1)SA(U) DOLLARS and CENTS	EA	1.000	50
	644	2025		IN SM RD SN SUP&AM TYS80(1)SA(T) DOLLARS and CENTS	EA	3.000	51
	644	2060		REMOVE SM RD SN SUP & AM DOLLARS and CENTS	EA	6.000	52

ALT	ITEM-CODE			UNIT BID PRICE ONLY. WRITTEN IN WORDS	UNIT	APPROX QUANTITIES	DEPT USE ONLY
	ITEM NO	DESC CODE	S.P. NO.				
	658	2240		INSTL DEL ASSM (D-SW)SZ 1(FLX)GF2 DOLLARS and CENTS	EA	6.000	53
	658	2259		INSTL DEL ASSM (D-SW)SZ (TYC)CTB(BI) DOLLARS and CENTS	EA	8.000	54
	662	2004		WK ZN PAV MRK NON-REMOV (W) 4" (SLD) DOLLARS and CENTS	LF	10,742.000	55
	672	2015	034	REFL PAV MRKR TY II-A-A DOLLARS and CENTS	EA	67.000	56
	677	2001		ELIM EXT PAV MRK & MRKS (4") DOLLARS and CENTS	LF	691.000	57
	681	2001	002	TEMP TRAF SIGNALS DOLLARS and CENTS	EA	2.000	58
	772	2003		POST AND CABLE FENCE(NEW INSTALLA-TION) DOLLARS and CENTS	LF	12.000	59
	8251	2006	005	RE PM W/RET REQ TY I(W)4"(SLD)(100MIL) DOLLARS and CENTS	LF	5,300.000	60
	8251	2018	005	RE PM W/RET REQ TY I(Y)4"(SLD)(100MIL) DOLLARS and CENTS	LF	5,300.000	61
	8251	2033	005	PAVEMENT SEALER 4" DOLLARS and CENTS	LF	10,600.000	62

Project Number: **Sheet**

County: Uvalde **Control:** 1590-01-021

Highway: FM 481

GENERAL NOTES

========== **Basis of Estimate** ==========

========== **Surface Treatment Data** ==========

Description	1st Course	2nd Course
Area	5,111 sy	9,111 sy

-----See Bid Item-----

asphalt--rate(gal/sy) **AC15P**	.35 /1 = 1,789 gal	**AC15P**	.30/1 = 2,812 gal
aggrate--type/gr	ty PB/gr 3		ty PB/gr 4
aggrate--rate(cy/sy)	1/ 95 = 56 cy		1/ 100 = 91 cy

asphalt--rate(gal/sy) **RC250**	.20 /1 = 1,066 gal
aggrate--type/gr	ty PB/gr 5
aggrate--rate(cy/sy)	1/ 140 = 39 cy

The following State, District, Local and/or Utility Standards have been modified: (none).

Steel Wrapped or Asbestos Utility Lines:

Existing steel wrapped natural gas and/or asbestos cement (AC) water lines that will no longer be in service are usually abandoned in place (AIP). However, if any of these lines have to be removed for whatever reason (in the way of other construction, to make tie-ins, etc.) comply with all federal, state and local laws, ordinances and regulations regarding the management of these materials. At a minimum:

1. Contact the Engineer.

2. Remove the minimum amount of pipe needed to perform the proposed work.

3. Cover and secure the ends of the pipe with a double layer of 6 mil plastic. If the pipe is damaged, cover the entire pipe.

4. Move the pipe to an approved temporary site within the project.

5. The Engineer will determine the owner (utility company) of the pipe and will coordinate removal from the project. The contractor will load the pipe onto the removal vehicles but will NOT be responsible for removing the pipe from the project.

6. Removal of the pipe from the trench is subsidiary to the work that created the need for the removal (excavation for structures, roadway, a new line, tie-ins, etc.). The work performed in handling the pipe after it has been removed from the trench (covering with plastic, hauling to the temporary site and later loading on to the disposal vehicles will be paid for through the Force Account procedure.

Contact the Engineer or the City when construction operations are within 400 feet of a signalized intersection to determine/verify the location of loop detectors, conduit, ground-boxes, etc. Repair or replace any signal equipment damaged by construction operations. The method of repair or replacement shall be pre-approved and inspected. Depending on the type and extent of the damage, the Engineer reserves the right to perform the repair or replacement work and the Contractor will be billed for this work.

Remove existing raised pavement markings as the work progresses or as approved. This work is subsidiary to the various bid items. Properly dispose materials removed.

To better fit field conditions, the cross sections may be varied when approved.

If there are waste areas or material source areas, follow the Texas Aggregate Quarry and Pit Safety Act requirements.

Any materials removed and not reused and determined to be salvageable shall be stored within the project limits at an approved location or delivered undamaged to the storage yard as directed. Properly dispose unsalvageable materials in accordance with local, state, and federal regulations. Deface traffic signs so that they will not reappear in public as signs.

Any sign panels that are adjusted or removed and replaced, shall be done the same workday unless otherwise approved.

Notify the Engineer at least two weeks prior to a proposed traffic pattern change(s) that will require a revision to traffic signals.

Hurricane Evacuation

Hurricane Season is from June 1 thru November 30. As the closest metropolitan city inland from the Texas Coast, the City of San Antonio is a major shelter destination during mandatory hurricane evacuations. As such, planned work zone lane or road closures may be restricted and/or suspended during mandatory hurricane evacuation operations. The District will coordinate these restrictions at a minimum H-120 from any projected impact to the Texas Coast.

No time charges will be made if the Engineer determines that work on the project was impacted by the hurricane.

The Engineer may order changes in the Traffic Control Plan to accommodate evacuation traffic, and may suspend the work, all or in part, to ensure timely completion of this work. All work to implement changes in the Traffic Control Plan will be paid through existing bid prices or through Item 9.5, Force Account. However, the Department will not entertain any request for delay damages, loss of efficiency that may be attributed to the restriction or suspension of road or lane closures, or to changes in the Traffic Control Plan.

The Contractor should be aware that the "City Public Service" (CPS) will be consulted by the Engineer in matters concerning the execution of the work, materials and testing related to the CPS work. As such; a CPS employee may be observing the construction and related operations as they progress.

--Item 5--
Reference all existing striping and other pavement markings to allow these markings to be re-established. Ensure the markings (lane lines, edge lines, ramp gores, etc.) are in line with signs, TMS arrows, etc. located on overhead sign supports.

Taper ACP placed at curb inlets, traffic inlets and slotted drains.

When a bridge deck is milled, seal coated and overlaid, remove excess material. Do not just broom to the sides of the bridge, under guardrail, etc. Cover or protect all sealed expansion joints and rails on bridges and all railroad tracks encountered as approved. Clean all of these features if they weren't properly protected. This work is subsidiary work to applicable bid items.

Prior to letting, bidders may obtain a free computer diskette or a computerized transfer of files (from the Engineer's office) that contains the earthwork information. If copies of the cross-sections in addition to, or instead of, the CD are requested, they will be available at the Engineer's office for borrowing by copying companies at the bidder's expense.

The earthwork information was not developed with computers; therefore, a CD can not be provided. Prior to letting, earthwork cross-sections will be available at the Engineer's office for review by the bidder or for borrowing by copying companies to make copies at the bidder's expense.

When working near aerial electrical lines or utility poles, comply with Federal, State and local regulations. For electrical lines and poles shown in the plans, if the lines need to be de-energized or if poles need to be braced, contact the electrical company. Work pertaining to de-energizing lines, bracing poles and other protective measures will not be paid by TxDOT.

Prevention of Migratory Bird Nesting

It is anticipated that migratory birds, a protected group of species, may try to nest on bridges, culverts, vegetation, or gravel substrate, at any time of the year. The preferred nesting season for migratory birds is from February 15 through October 1. When practicable, schedule construction operations outside of the preferred nesting season. Otherwise, nests containing migratory birds must be avoided and no work will be performed in the nesting areas until the young birds have fledged.

Structures

Bridge and culvert construction operations can not begin until swallow nesting prevention is implemented, until after October 1 if it's determined that swallow nesting is actively occurring, or until it's determined swallow nests have been abandoned. If the State installed nesting deterrent on the bridges and culverts, maintain the existing nesting deterrent to prevent swallow nesting until October 1 or completion of the bridge and culvert work, whichever occurs earlier. If new nests are built and occupied after the beginning of the work, do not perform work that can interfere with or discourage swallows from returning to their nests. Prevention of swallow nesting can be performed by one of the following methods:

1. By February 15 begin the removal of any existing mud nests and all other mud placed by swallows for the construction of nests on any portion of the bridge and culverts. The Engineer will inspect the bridges and culverts for nest building activity. If swallows begin nest building, scrape or wash down all nest sites. Perform these activities daily unless the Engineer determines the need to do this work more frequently. Remove nests and mud through October 1 or until bridge and culvert construction operations are completed.

2. By February 15 place a nesting deterrent (which prevents access to the bridge and culvert by swallows) on the entire bridge (except deck and railing) and culverts.

No extension of time or compensation payment will be granted for a delay or suspension of work caused by nesting swallows. This work is subsidiary to the various bid items.

--Item 6--
Show the stockpile lot and/or sub lot numbers on all tickets for all materials.

--Item 7--
The project's total disturbed area is 4.02 acres. The disturbed area in all project locations and Contractor project specific locations (PSL's), within 1/4 mile of the project limits, will further establish the authorization requirements for storm water discharges. The department will obtain an authorization to discharge storm water from the Texas Commission on Environmental Quality (TCEQ) for the construction activities shown on the plans. Obtain any required authorization from the TCEQ for any PSL's on or off the ROW. When the total area disturbed on the project and PSL's within 1/4 mile of the project exceeds 5 acres, provide a copy of the Contractor NOI

for PSL's to the Engineer (to the appropriate MS4 operator when the project is on an off-state system route).

Notify the Engineer of the disturbed acreage within one (1) mile of the project limits. Obtain authorization from the TCEQ for Contractor PSL's for construction support activities on or off ROW.

--Item 8--
Working days will be computed and charged in accordance with Article 8.3.A._4_:_Standard-Day work week.

The number of working days and interim milestones, if any, were calculated using a conceptual time determination schedule that assumes generic resources, production rates, sequences of construction and average weather conditions based on historic data. If requested, the Engineer will supply bidders a CD of the time determination schedule compatible with Primavera Project Planner software. The time determination schedule is provided for informational use only and is not intended for bidding or construction purposes. If the schedule is used for bidding or construction purposes, the bidder accepts the schedule and assumes the responsibility for verifying all aspects of the schedule. The department will not adjust the number of working days and milestones, if any, due to differences in opinion regarding any assumptions made in the preparation of the schedule or for errors, omissions or discrepancies found in the schedule.

A no excuse incentive will be paid in accordance with section 8.11.A.1 of special provision 008---069.

Locate and reference with station and offset all manholes and valves within the construction area. Each manhole and valve shall be identified by its owner (SAWS, CPS, etc.). No roadwork will begin until this list has been submitted. Gas valves have to be accessible at all times, therefore; temp. CTB, material stock piles, etc. can not be placed over these valves.

Construct all manholes and valves to final pavement elevations prior to the final mat of ACP. If, between the final elevation adjustment and the final mat of ACP, the manholes and valves are going to be exposed to traffic, place temporary asphalt around the manhole and valve to provide a +/- 50:1 taper. The cost of elevation adjustment will be part of the manhole and valve work, and asphalt tapers are part of the ACP work.

--Item 9--
When approved, provide uniformed, off-duty law enforcement officers with marked vehicles during work that requires a lane closure. The officer in marked vehicles shall be located as approved to monitor or direct traffic during the closure. The method used to direct traffic at signalized intersections shall be as approved. Additional officers and vehicles may be provided when approved or directed.

Complete the daily tracking form provided by the department and submit invoices that agree with the tracking form for payment at the end of each month approved services were provided.

Minimums, scheduling fees, etc. will not be paid; TxDOT will consider paying cancellation fees on a case by case basis.

--Item 100--
Begin clearing operations after trees and other areas of vegetation to be protected have been identified and approved. Install fencing around features to be protected as shown in the plans or directed. Coordinate all right of way clearing operations with the SW3P.

Trim and remove brush and trees as needed for construction operations. Obtain approval for proposed method of tree and brush trimming and removal. Vertical flailing equipment is not allowed. Treat damaged or cut branches, roots and/or stumps of all oak trees with a commercial tree wound dressing. Disinfect all pruning tools with a solution of 70% alcohol before moving from one tree to another. Unless otherwise approved remove all resulting vegetative debris from the ROW within 24 hours. The Engineer can stop all construction operations if the dressing, cut and removal requirements are not followed.

--Item 110--
Where excavation extends beyond a right of way fence, remove and replace the fence to a comparable condition.

--Item 161--
Approximately ___1670___ CY of existing topsoil may be salvaged and windrowed or stockpiled (as approved) for later use as Compost Manufactured Topsoil (CMT). Place erosion control measures for the stockpile and/or windrow.

--Item 164--
Drill seeding of permanent grasses requires the use of approved grass seeding equipment capable of properly storing and metering the release of small seeds (such as Bermuda grass) separately from fluffy type seeds (such as bluestems). Equipment manufactured for planting grain crops is acceptable for planting temporary cool season seeds, but not for planting the permanent seed mix.

When drill seeding is required, cultivate the area to a depth of 4 in. after the fertilizer has been applied and before placing the seed.

If performing a permanent seeding in an area with established temporary grass cover and mowing is performed instead of tilling, seed and fertilizer may be distributed simultaneously during “Broadcast Seeding” operations, provided each component is applied at the specified rate.

--Item 168--
Apply vegetative watering as needed to supplement natural rainfall during the vegetation establishment period. Plan quantity of irrigation water is based on the application of a total of 1.3 gal of water each week for each sq. yd. of area that is sodded or seeded. Establishment time is estimated to be 12 weeks for both sod and permanent seed mixes. Temporary seeding will require less time for establishment. Provide a schedule and coordinate watering cycles and rates per cycle with the Engineer. Obtain approval if the quantity of water to be applied is expected to exceed the plan quantity. Adjust the amount of water applied with each cycle and the number of cycles each wk. according to actual site conditions. Drought or other conditions, as determined by the Engineer, may require the application of supplemental irrigation during hours other than normal working hours.

--Item 247--
There is no minimum PI requirement for this project.

--Item 302--
Previously tested aggregates found to contain excessive quantities of dust (more than 0.5 percent passing the No. 40 sieve) during precoating, stockpiling or hauling operations, may be rejected. Use Test Method Tex-200-F, Part I for testing.

Precoated Aggregate Type PE shall consist of crushed slag, crushed stone or natural limestone rock asphalt.

The Engineer will utilize the Ignition Oven Method (Tex 236-F) for aggregate gradation, with the option of utilizing belt or vacuum extraction gradation in the event the ignition oven malfunctions.

--Item 316--
When using latex asphalt, avoid drifting of asphalt onto traffic and adjacent properties.

Asphalt season will be year around, but meet sections 316.4.D.1 through 3.

Ensure that the asphalt for precoating the aggregate and the asphalt used for the surface treatment will not result in a reaction that may adversely affect the bonding of the aggregate and asphalt during the surface treatment operation.

Do not add bag house fines in the production of precoated material.

Clean all concrete curbs, islands, medians, etc. that get coated with asphalt.

--Item 401--
A shrinkage compensator is not required for when used for backfilling pipes. Strength of the Flowable Backfill will be verified by the District Laboratory. Field testing is not required, unless deemed necessary.

--Item 420--
Mass concrete will be measured in place.

Restrict large aggregate size to ¾" maximum for class "C" concrete used in aesthetic details requiring form liners.

--Item 421--
Use an automated ticket that contains the same information as TxDOT's ticket. Submit the ticket for approval prior to use. The concrete producer will contact the District Laboratory or the Engineer's Office (outside the San Antonio area) to inform TxDOT of scheduled structural concrete batching. Structural concrete includes bridge drill shafts, columns, caps, abutments, deck or top slabs of direct traffic culverts.

Entrained air is required in all slip formed concrete (bridge rail, concrete traffic barrier, pavement etc.), but is not required for other structural concrete. Adjust the dosage of air entraining agent for low air content as directed or allowed by the Engineer. If entrained air is provided where not required, only the upper limits of the Special Provision will be enforced.

The curing facilities and strength testing equipment is not required for this project.

Poly-fiber reinforced concrete may be used as an option, with the approval by the Engineer, for riprap, sidewalk, curb/gutter, and mow strip. Use a TxDOT approved manufacturer or producer for the poly-fiber. The poly-fibers shall be combined with the concrete in proportions as recommended by the manufacturer. A concrete mix design must be approved by the Engineer.

--Item 432--
In all riprap slopes, provide 3 inch diameter weep holes at 10 foot maximum spacing and backed with loose graded gravel or crushed stone and galvanized hardware cloth.

In areas where guard fence posts are to be placed in riprap, the riprap shall have an 18 inch +/- blocked out area (round or square).

Match the slope of the Riprap (Mow Strip) to the slope of the adjacent roadway.

--Item 449--
The pipe joint compound used to coat the threads of anchor bolts prior to installation of nuts when erecting a high mast pole shall be an electrically conducting protective thread lubricant compound (Crouse-Hinds TL-2, 0z/Gedney STL, Thomas & Betts Kopr-Shield).

--Item 454--
The list of approved Header Type Expansion Joints can be found at: http://www.txdot.gov/txdot_library/publications/producer_list.htm title is “Elastomeric Concrete”.

--Item 462--
Use concrete aggregate with two sacks of Portland cement per cubic yard for fill between pre-cast boxes.

The following structures shall be pre-cast:
CONC BOX CULVERTS.

--Item 500--
"Materials on Hand" payments will not be considered in determining percentages for mobilization payments.

--Item 502--
Place standard markings no later than 14 days after surface treatment operations are completed.

When advanced warning flashing arrow panels and/or changeable message sign is specified, have one standby unit in good condition at the job site.

Treat the pavement drop-offs as shown in the TCP.

After written notification, the time frame to provide properly maintained signs and barricades before considered in non-compliance is 48 hours from receipt of the notification.

Moving an existing sign to a temporary location is subsidiary to this Item. Installations with permanent supports at permanent locations will be paid for under the applicable bid item (s).

Mount temporary mailboxes on plastic drum in accordance with Compliant Work Zone Traffic Control Devices, Section K. Mounting and moving the mailbox as needed for the various construction phases is subsidiary to this Item.

Notify the Engineer 5 business days in advance of any temporary or permanent lane, ramp, connector, etc. closures/detours, restrictions to lane widths, alterations to vertical clearances, or modifications to radii. Any other modifications to the roadway that may adversely affect the mobility of oversized/overweight trucks also require 5 business days advance notice to the

Engineer. Unless shown in the TCP, no lane, ramp, connector, etc. closures are allowed during special events. At least one lane has to remain open at all times. For all lane closures, provide written closure information by 1:00PM on the business day prior to the closure. For closures on a Monday or following a Holiday, furnish the information the workday prior to the closure. Lane closures will not be allowed if this reporting requirement is not met.

For closures not listed in the TCP; the lane closures are limited to between the hours of 8:00 am & 5:00 pm , and at least one lane has to remain open at all times.

Avoid placing stockpiles within the roadway's horizontal clear zone. If a stockpile is placed within the clear zone, address in accordance with the TMUTCD.

Do not place barricades, signs, or any other traffic control devices where they interfere with sight distance at driveways or side streets.

In addition to providing a Contractor's Responsible Person and a phone number for emergency contact, have an employee available to respond on the project for emergencies and for taking corrective measures within 2 hours or within a reasonable time frame as specified by the Engineer.

--Item 506--
It is not anticipated that erosion control devices will be needed. However; in the event devices are needed, the SW3P shall consist of the control measures approved. Depending on the type and amount of work, payment will be handled with the Force Account Procedure, or by individual pay items.

--Item 510--
The length of the one-way traffic control section is limited to 1 miles.

--Item 512--

New Single Slope or F-Shape CTB (cast in accordance with the Standard Sheets in the plans) may be furnished or the same pre-used shapes (that meet the requirements of this Item) may be furnished. New Safety Shape (New-Jersey) CTB is not allowed, but pre-used New-Jersey (that meets the requirements of this Item) may be furnished. More than one type may be furnished but do not mix the types when placed along the roadway.

--Item 514--
The Type 3 CTB taper from the Type 2 at obstructions (OSB's, bridge, columns, etc.) shall be 40:1. If gravel is used between the barriers as shown by the Standard Sheet, the top six inches shall be CL A concrete.

--Item 540--
MBGF posts shall be round with domed tops, and not painted. If 10 or less timber posts are needed, they may be purchased locally and will be accepted by visual inspection.

Guard fence posts placed in proposed and/or existing areas of riprap, sidewalks or other concrete shall have an 18 inch +/- (square or round) block out in the concrete. After the posts are installed, the blocked out area shall be topped off with 4 inches of low strength grout/mortar consisting of about 1 sack of cement per cubic yard of mix.

When connecting a Thrie-Beam to a concrete wingwall, bridge rail, CTB, etc., drill the holes for bolt placement using rotary or core type equipment. Use a core type drill when reinforcing steel is encountered. Do not use percussion or impact drilling. Repair damage to the concrete and spalls exceeding ½" from the edge of the hole.

The top height shown on SGT (7)H-10 and SGT (8)H-09 may be adjusted to a maximum of 28" (22" center) but not less than 27-3/4" (21-5/8" center).

--Item 542--
Salvage all undamaged/acceptable radius guardrail and deliver to the TxDOT maintenance section yard.

--Item 644--
The wedge anchor system shown on State Standard Sheet SMD (TWT) are not allowed.

--Item 658--
CTB reflectors will not be paid for directly but will be considered subsidiary to the barrier.

--Item 666 & 8251--
If TY II material is used (vs. an acrylic or epoxy) as the sealer for the TY I markings, place the TY II a minimum of 14 calendar days (to provide adequate curing) before placing the TY I markings.

--Item 672--
Place all adhesive material directly from the heated dispenser to the pavement. Do not use portable or non-heated containers. Use adhesive of sufficient thickness so that when the marker is pressed into the adhesive, 1/8" or more adhesive will remain under 100% of the marker. The adhesive should extend not less than 1/2" but not more than 1 1/2" beyond the perimeter of the marker.

--Item 677--
Obtain approval before using the mechanical method for the elimination of existing thermoplastic pavement markings.